

Morning

Oregonian.

VOL. XXX.—NO. 9207.

PORTLAND, OREGON, MONDAY, APRIL 7, 1890.

PRICE FIVE CENTS.

**E. P. HOTALING CO. DEALERS IN
CIGARS & TOBACCO.**

IMMETERS & AND WHOLESALE & LIQUOR & DEALERS.

SOLE AGENTS

Cutter Whiskies!

Pomery See Champagne.

Val Blatz Weiner Beer.

White Rock Mineral Water.

COUCHS, COLO.
THROAT & LUNGS.

BLE, and dooms to the base-
able, or opium or any other
SAFE. It is the best, long-
Price 25 cent per lb. Dr. Schenck
of opium or any other
of price made up. Address
Philadelphia, Pa. Dr. J. H. Schenck & Son, Phila.

The Overland Route.

trains daily, leaving Pint St. at 10 A.M., No. 4.
The Fullerton, leaving at 7 A.M. Cars from
from Portland to San Francisco, and
the day before this train also makes the
train to the coast. Dayton leaves
the Overland, leaving at 7 A.M. to
colonist sleepers. Modern day coaches
without charge making Great
Lakes, and through to the City and St. Louis
Wells, Colfax, Laramie, Rockwood, and
Fremont, Lewiston, and direct connection
arrive at 4 P.M. and 4:40 P.M.

San Francisco Line.

From Portland to San Francisco
will be 10 P.M.

Arr. 7 Oregon.

11 Columbia.

15 Oregon.

22 Columbia.

27 Oregon.

company reserves the right to change
dates.

Asteria, Ste. G. Read leaves Portland
and San Francisco, and San Fran-
cisco, and way points at 6 A.M. Mondays
and Wednesdays, and Fridays at 7
days at 7 A.M. Tuesdays and Thursdays
at 7 A.M. and 10 P.M. and 12 P.M. and
days at 7 A.M. Tuesdays and Thursdays
at 7 A.M. and 10 P.M. and 12 P.M. and
Friday commences at 8 P.M. next day
the river boat for Lawton and intermediate
Ticket Office, First and Oak streets.

OEO R. TAYLOR, (My Ticket Agent)

BEARD INVESTMENT CO.—
TON, MASS., AND KANSAS CITY, MO.
Capital and Surplus \$1,000,000.
Manufactured Portland City Property
Oregon, Washington and Idaho, and the
result.

W. H. General Manager for Pacific Coast,
Acme Wash. Co. Manager for Oregon, room 34,
Portland Savings Bank Building Portland, Or.

FRANK BROS' IMPLEMENT CO.
68 and 70 Front St., Portland, Or.

THE POESTER CO.—
STAND, LIBRARY AND PIANO.

NEW LAMPS JUST RECEIVED
Largest Assortment! Lowest Prices!

OLDS & SUMMERS
188 First and 20 Yamhill.

RETAIL AND JOBBING HOUSE
The Original + Brownsville + Woolen + Mills

Firm Name EAGLE WOOLEN MILLS, of Brownsville

Don't forget to call at

NO. 20 NORTH FRONT ST.

W. B. BISHOP, Agent.

Eagle Woolen Mills of Brownsville

CAUTION Take no glass unless
it contains less alcohol
admits malt and hop extracts
than any other beer
is entirely free from chemical
substances and is the most
wholesome beverage brewed
on the Pacific Coast
Analysis shows that it is
equal to the most
German Export Beers
Brews and families supplied with
by our direct from the brewery

For Orders address
Amberus Brewing Company
2nd St., bet 36 and 37
Telephone No. 49

PAPER HANGINGS
Imported by
HENRY BERGER,
INTERIOR DECORATOR

EVERDING & FARRELL

W. L. DOUGLAS
\$3 SHOE FOR GENTLEMEN,
Fine Calf, Heavy Flock Grail and Creel-
mer Water Proof.

\$2.00 DENIMITE HAND SPUN SHOE

\$2.50 DAFFY NEW YORK SHOE.

\$2.50 EXTRA VALE CALIFORNIA SHOE.

\$2.50 DENIMITE BOOTS SCHOOL SHOES.

All made in Congress, Boston and La S

W. L. DOUGLAS
\$3 & \$2 SHOES FOR LADIES.

Best Model Best Style Best Fitting.

W. L. Douglas, Brockton, Mass. Sold by

C. M. WIBERG,

N. C. 169 FIRST STREET.

BAKERS' BREAKFAST COCOA

W. L. SPAGHETTI & CO.

NEWS OF CALIFORNIA.

San Francisco Iron Moulder Still Holding Out.

STANFORD QUITS RAILROAD CARES.

He Will Resign the Presidency of the Southern Pacific-A Pacific Bankruptcy Looms.

Political Gasps.

SAN FRANCISCO, April 6.—The fifth week of the iron moulder's strike will close to-morrow and the fight stands apparently just where it began. "The iron moulder," says Mr. F. W. Gilbert, "is a man who champions his trade and wants to be paid what he deserves." "I cannot afford to let us go under." There are 220 active members in the International Union, which, with a compulsory assessment of \$1 a month, means \$2,000 a month for our support, or \$284,000 a year. Our 124 men at the strike draw \$7.50 each weekly and \$25 monthly. The aggregate sum is less than the amount received by the iron moulder, and yet, notwithstanding the immense sum at our back, even if they bring in enough scabs from the East to fill the shops for a time, Scabs cannot do the work and will not last."

"If you want now," said one of the propellers of the iron moulder's strike, "what we have won. We went to town last night and are pouring on an average five tons a day. Our work is retarded by all our contracts having a strike clause in them. The manufacturers are better organized than we are. At the end of three months, we consider we are masters of the situation. We will not give up. The Union Works have already contracted with Eastern foundries to \$50,000, the first carload of which arrived Thursday."

Strikers assert that in the ten shops affected by the strike only twelve men are at work, in place of the 220 who were there. The President of the Southern Pacific is still holding out.

STANFORD WILL RESIGN.

The Presidency of the Southern Pacific Will Go to Huntington.

SAN FRANCISCO, April 6.—The Chronicle to-morrow has an interview with Senator Stanford. In course of a discursive conversation he says: "I am tendered the resignation of the presidency of the Southern Pacific Company at the annual session of the board of directors to-morrow or next day. It will be accepted and, unless he can't get another, I will resign. My only motive in resigning is to relieve myself of the active cares of the office. While I have no great desire to leave, I am satisfied with the work done and would like to give the company more greater liberty of action. I shall remain on the directorate and, I may probably accept some position on the board of directors."

If we should not be prepared to open Leland Stanford's university in the fall, it was intended to postpone the opening until the necessary delay. I have not selected a man for the presidency. As the institution will comprise stages, lecture rooms, auditoriums, etc., to post graduate students, it will require a man with experience and executive ability in addition to more education. It is not easy to find a man willing to take the presidency. I think I shall eventually select some young and comparatively untried man and give him a chance. I also wish to discuss and study for the head of the female department."

San Francisco Theatres.

SAN FRANCISCO, April 6.—[Special Telegram.]—Mr. and Mrs. Kendall closed their very successful engagement at the Baldwin theater last evening. A fine double bill, "My Uncle's Will" and "A Woman's Way," was given. The "Woman's Way" is the favorite of Lawrence Barrett and Edith Wallack.

"A Dark Secret" has proven a hit for Manager John Maguire at the Grand Opera House. It is the most popular attraction in San Francisco and he became less of this theater last October. The enormous size of the stage invites the production of grand operas.

At the Broad Street theater the Casino Opera Company presented "The Black Horses" this evening, while closed their engagement. Hallen and Hallen will present a new comedy to-morrow night, "Later On," musical farce comedy.

"The Gascon" will run at Tivoli Opera house another week.

California Baseball.

SAN FRANCISCO, April 6.——The San Francisco baseball team returned home. The San Francisco baseball team returned home. The Oakland club left the choice of uniforms. The Oakland club damed a toss. A long parley followed and at last the umpire decided that the team from the Sacramento had won the game by a score of 10 to 1. The Oakland team, however, had finally concluded to play the game of last Saturday, which was postponed on account of heavy rain. The game was played on the 10th and a score standing to 7 in favor of the home team.

BACALMINTO, April 6.—There was a crowd at the theater last night to see the contest between the Sacramento and the local nine won the first battle of the season and played a splendid game, making only two errors.

They evidently had a quarrel among the players, and they batted and fielded in a most careless manner. The game was a dead draw, being covered with mud and water. Score 2 to 2.

A Pacific Coast Barbecue.

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All these were lost. The Ella was owned by Charles Nelson. In 1874 the barkentine was built at Fremont, Wash. Her gross tonnage was 2324, length, 135.5 feet, breadth, 23.7 depth, 10.7.

Ghastly Evidence of Murder.

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GATEWAY TO THE LAND OF OPPORTUNITY ON THE COLUMBIA RIVER

THE DALLES CITY

Challenges all rivals as the Most Inviting Field for Capital and Enterprise, not only to the Investor, but to the Manufacturer, the Miner, the Railroad Builder, the Stock and Fruit Raiser, the Farmer, and, in fact, all lines of Legitimate Business.

THE DALLES

THE DALLES is no boom town, but an old-established city, only second in importance in the state, with fine brick blocks, electric lights, manufactorys, banks, mills, water works, splendid public schools, large brick academy of high grade, railroad shops, good churches of all the leading denominations, superb opera-house, etc., etc.

Inhibiting the spirit of the times, DALLES CITY springs forward with new vigor, determined to keep step with the foremost in the procession. Now is the time to invest; prices are reasonable and must advance; a few reasons why:

THE DALLES is the natural distributing point for a vast country on both sides of the Columbia, greater in area than two or three of the smaller states, whose hills and mountains are rich in minerals and timber, and the prairies wonderfully productive of grains, grass, vegetables and fruits, and conversely is its banking and business center.

Is a great shipping point for stock, grain and wool.

I practical the head of river navigation.

Why invest in uncertainties, when you can buy city and country property at reasonable figures, which is perfectly safe with large possibilities. BUY IN DALLES CITY! BUY LAND AROUND DALLES CITY! COME TO DALLES CITY!

FINANCE AND TRADE.

Financial.

SATURDAY, April 5.
The volume of business transacted at the Portland clearing house for the week ending April 4, 1890, was as follows:

	Exchanges	Balances
Monday	\$17,528.92	\$63,512.92
Tuesday	468,847.67	53,443.97
Wednesday	238,697.92	34,225.72
Thursday	194,881.27	51,476.16
Friday	208,338.53	67,036.60

Total business transacted, \$2,029,074.61.

Merchandise received by rail: 300 lbs rice, 1

200 lbs flour, 200 lbs sugar, 70 lbs refrigerators, 87

200 lbs soap, 100 lbs candles, 70 lbs caps,

play goods, 100 lbs clothing, 70 lbs hats and caps,

200 lbs soap and shoes, 500 lbs gasoline, 100 lbs oil,

power, 167 lbs coal, 100 lbs lime, 16 lbs paper,

shirts, 50 lbs soap and meat, 50 lbs bacon, 100 lbs

lard, 50 lbs soap, 50 lbs bacon, 100 lbs meat, 50 lbs

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The Oregonian.**A HOME IN NEGRAR.**

Flame for Funeral
Talisman Title Event
Power
Entered at the Postoffice at Portland, Or., as second
CLASSIFIED ADVERTISEMENT RATES
BY MAIL-POSTAGE PAID-FIFD-IN ADVANCE.
Daily with Sunday per month \$1.00
Daily per day excepted per year 10.00
Sunday per year 30.00
Daily and weekly per year 3.00
The above rates apply to:
TO CITY SUBSCRIPTIONS.
Daily per week delivered, Sunday excepted 25c
Daily per week delivered, Sunday included 30c
PORTLAND, MONDAY, APRIL 7.

U.S. SIGNAL SERVICE WEATHER REPORT

PORTLAND, OR April 6, 1890							
Port	Wind	Clouds	Temp	Wind	Clouds	Port	Wind
Portland	SW 20	48	50	SW 20	48	Seattle	SW 20
Oregon	SW 20	48	50	SW 20	48	San Fran	SW 20
Bowling	SW 20	52	50	SW 20	52	Los Angeles	SW 20
San Fran	SW 20	52	50	SW 20	52	Honolulu	SW 20
Eureka	SW 20	52	50	SW 20	52	Alaska	SW 20
Salem	SW 20	52	50	SW 20	52	Victoria	SW 20
Walla Walla	SW 20	52	50	SW 20	52	Seattle	SW 20
Port Orford	SW 20	48	50	SW 20	48	Portland	SW 20

Local Report**Port's Weather****Coast Barometer****Wind & Weather****Clouds****Temp****Wind****Clouds****Port's Weather****Clouds****Temp****Wind****Clouds****Port's Weather****Clouds****Port's Weather****Clouds**

The Oregonian.

PORLTAND, MONDAY, APRIL 7.

A FALSE ALARM.

There is an effort to raise an alarm throughout the country over the recent decision of the supreme court of the United States on the railroad cases from Minnesota. The facts as to the cases, and the principles involved, have heretofore been stated by THE OREGONIAN. It is by no means true that the decision takes away from the states, the authority to regulate railroads within their limits. It simply lays down the doctrine that this authority must not be exercised in an unreasonable and oppressive manner, either by a state commission or by direct legislative act; or, in other words, that the question whether the authority has been exercised in an unreasonable manner or not is one for judicial review, under the doctrine of the constitution that no one's property should be taken without due process of law. This is by no means an alarming doctrine. It simply requires what is most natural and reasonable in treatment of railroads. Heretofore, in numerous decisions, the supreme court has established the doctrine that the railroads must not be just and reasonable in dealing with the people, and now it sets forth the completion of this doctrine in the declaration that the people in dealing with the railroads will protect the people against injustice on the part of the railroads, and in like manner will protect railroads against injustice on the part of the people.

* The railroads formerly were excessively arbitrary and arrogant. They stood on the doctrine of "vested rights" received through their charters, and treated the public with great injustice. This was met by legislation in most of the states, which asserted the right of state supervision and regulation. The supreme court of the United States upheld this legislation, and the railroads were taught that they could not defy the legislative power of the state. But some of the states have gone so far with their legislation as to be positively unjust and oppressive in their turn. They have taken the position that they have the rightful authority to dictate rates for the railroads, regardless of circumstances; that the roads are compelled to accept these rates even though the business can be done only at loss, and that the roads have no right of legal appeal. This was the doctrine promulgated in Minnesota, and this was the doctrine that the supreme court of the United States has reversed or corrected. That is, a state has no right to prescribe rates that are unremunerative, and to require the roads to operate under them. The question of reasonableness is one that cannot be eliminated, and the courts have power to pass upon such an issue. There must be equity on both sides. The railroads must deal justly with the people, and the people must deal justly with the railroads. It is both the right and duty of the legislature to take measures that will prevent the railroads from oppressing the people with excessive charges and exactations, and at the same time the legislature is bound to be just to the railroads and respect their right to make such reasonable charges as will yield them a fair return and enable them to carry on their business in a proper way.

In a doctrine like this there is nothing that should give alarm. No one, except a cheap dogmatist, has any occasion to protest against a principle that establishes equity and justice.

THE ADMISSION OF NEW STATES.

Congress has no function more important than regulating and providing for the admission of new members of the national family. The first step in this direction of confederation was adopted this question began to be discussed, and the principles then laid down have not been materially altered. When Virginia, Massachusetts and Connecticut ceded to the general government their claims and possessions northwest of the Ohio, Jefferson originated the plan by which the territory thus acquired should be administered. He also suggested that a population of 60,000 free persons should be necessary for admission into statehood.

The growth and expansion of our national system is in substance more strikingly illustrated than in the extension of the requirements now deemed as prerequisite statehood. A population of 200,000 is now deemed a fact essential, and it must possess riches sufficient to bear the expenses incident to independent rule. The people of a community seeking admission should be American, and in sympathy with the principles of constitutional liberty. It should possess citizens capable of worthily filling both state and federal offices. It should have well-built and populous cities, natural resources, and a progressive citizenship devoting capable energies to the development of public and private wealth. The preliminary experiment of territorial rule should have established the candidate for admission as worthy of being entrusted with the high privilege, and able to take care of the best interests of the Northwest.

These are the questions that alone should guide and influence congress in acting upon appeals or petitions for statehood. Each candidate should be judged upon its merits. Washington, the two Dakotas and Montana, long entitled to statehood were long deprived of the right through political considerations. In the case of Idaho, the democrats have clearly placed themselves in opposition to admission, and there is little doubt that the obstructionist party will pay for its attitude in the matter. There is no valid reason why Idaho should be kept longer out of the statehood of commonwealths. The fear of Mormon supremacy has been dissipated by the decision of the United States supreme court on the test oath cases. The territory is rich in every advantage of nature. In mineral resources it stands second to no state in the Union. It has population and wealth, and in territorial matters has shown capacity and ability. To keep Idaho longer among the territories is an injustice, not alone to her citizens but to the whole country; and despite democratic opposition, Idaho will soon be a state, adding its voice and influence to the solid Western political alliance that can come before the nation and succeed in achieving every desire. Both Eastern interests will succumb before its power, and New York with its dark shadow of corruption, will no longer remain the pivotal state of the Union.

Prince Bismarck is compounding in the form of a memoir the record of the last twenty-five years of his official life. It will, like a similar compilation by John Bright, be reserved for the perusal of the next generation. The great English commoner alighted that the memoirs of his life compiled from his private papers should not be published during the present reign, the inference being that he had a message to the world which would grieve the aged queen, to whom he was ever a loyal subject, to hear. It is not likely that Bismarck's compilation will be withheld from a desire to spare the feelings of his sovereign but from the unscrupulousness of lauding his own work during his life. Great leaders, each in a special line of policy widely divers in principle and purpose, the English commoner and the German chancellor are each assured of a multitude of readers and admirers, not only among their respective countrymen but throughout the ranks of the thinking people of the world. The opinions of John Bright, from being in direct line of progressive thoughts that moving the world will carry with them a weight among the

masses that will grow with the years, while the arbitrary methods and ambitious policy of Bismarck will, as the years go on, while they excite admiration for the glory of a past era inspire no wish for its recurrence. John Bright had passed to high in humanity, in justice, in sympathy with the common people of the realm which a man of Bismarck's mould does not seek and could never attain. While from the wide divergence of principle, of policy or position it is impossible to institute a comparison between these men if yet may be safely made, the life work of the former must extend through the generations, while the latter, outstripped by time will be relegated to a place of honor in history that is accorded to a piece of honor that is accorded to a man great in their time, but supplemented by the steady march of progress.

ROTATION IN FISCAL OFFICES.

The Buffalo Express is evidently a firm believer in the wisdom contained in the supplication: "Lead us not into temptation." Taking its text from the recent defalcation of the treasurer of Rochester, who is in prison for the embezzlement of \$50,000 during his term of office, that journal says: "Fiscal officers should not receive consecutive re-elections. No public treasure, of whatever degree, should ever be his own descendants."

While this is pretty close to the line, it is a fact that admits of no dispute, that comparatively few public treasurers who deal dishonestly with the trust committed to them date their irregularities from their first term of service. In a vast majority of instances the man who is "short in his accounts" is one who is a favorite of the people to an extent that elevates him above suspicion. It is said that the way to make a man a thief is to set a watch upon him, but experience has often proved the reverse of this. It is not strange, nor should it be considered, that unlimited confidence in a man, as attested by his repeated re-election to a position, the duties of which involve the constant handling of large sums of public money, not infrequently begets in him a feeling of security, shared by many others, that he need not be afraid to be at one time or another compelled to leave his office.

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The supreme court of the United States upheld this legislation, and the railroads were taught that they could not defy the legislative power of the state. But some of the states have gone so far with their legislation as to be positively unjust and oppressive in their turn. They have taken the position that they have the rightful authority to dictate rates for the railroads, regardless of circumstances; that the roads are compelled to accept these rates even though the business can be done only at loss, and that the roads have no right of legal appeal.

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The boy George B. Rose, who has given a

most shocking recital of the details of the Fredrickson murder, which he claims to have witnessed, appears to be making the most of the opportunity for notoriety which his position in regard to the case presents.

If his story is false in detail, he has a diabolically fertile imagination that is appalling in one so young. The finding of the bodies, however, justifies the belief that the murder was one of the most brutal, cowardly and unprovoked crime in the history of the Northwest. In the interests of justice and humanity it may be devoutly hoped that the perpetrators, whoever these may prove to be, will suffer the full penalty of the law, without indecent quibbling of lawyers in the most master-of-fact terms as a thing, it not exactly expected, quite in the regular way.

Much in the way of correcting this evil by closing the door of escape against the gentleman criminal is hoped for in the new extradition treaty between Great Britain and the United States. Much more can be done in this line, however, in the recognition of the forms of punishment as presented by the uneducated opportunity given to the and the perfect confidence expressed in fiscal officers by their recognition for a number of consecutive terms to positions of high financial trust. The "third term" in a fiscal officer's substantiating this statement might readily be compiled from the criminal records of the past decade. Indeed, there is scarcely a year that has not furnished proof of the dangerous, unrepentant folly of making fiscal officers their own successors for several terms, and the part that this folly has borne in making emblemization of one of our national sins is no doubt as great, if not greater, than the international policy that refused to consider this crime an extraditable offense. It is well enough to look to the amended extradition laws for a check upon the delinquencies of fiscal officers, but it will not be out of place to put a legitimate guard upon opportunity by insisting upon a rotation in office that is a leading feature in republican institutions and calls every man honored by a public trust to the prompt account of his stewardship that must come when he turns over the books, assets, accounts and cash of his office to his successor.

Sitting Bull and his so-called braves should be made to work or starve. The

stalwart, impudent redskins who openly avow hatred of the government, and yet demand its rations to keep them from starving, who are possessed of some of the finest lands in Dakota, yet scorn to plow and sow and gather into barns, should be treated as the low, idle-bred vagabonds that they are. The code of "L," the poor Indian, has been sung to the dying end. Its intonations have become dreary in the extremes and its romance has been reduced to the most vulgar commonplace. For the once bold warrior to work for living. It will improve his temper. If such a miracle is not an impossibility, and cause him to respect a degree of the government that he despises.

The president has nominated General Nelson A. Miles to succeed the late General Crook as major general of the United States army. The nomination will doubtless be speedily confirmed since no possible objection can be maintained against General Miles. He is a brave and capable officer who has always served the country with distinction.

The choice is especially gratifying to the Pacific coast. General Miles has, on every occasion and in many reports, recommended to the general government the necessity of protection for the Pacific coast, and although elevated in higher military rank, those who have the right to his influence to further the best interests of the Northwest.

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of the great West. New York will not out so much of a figure as she who is in the past."

Charles McNaughton and wife, who lived two miles south of Northville, were born on Saturday, married on Saturday, celebrated their golden wedding anniversary on Saturday, took their last sickness on Saturday and died last Saturday. Sunday they were buried in one grave.

PERSONAL MENTION.

Frank Abramson has returned to the city, from San Francisco.

E. L. East has the Electric Light company, at Oregon City, registered at the St. Charles.

Mr. Thomas H. Cavanaugh, first surveyor-general of Washington territory, is at the Bismarck.

Mr. Harry W. Lemon and Mr. F. S. Mattix, representing Cleveland's Minstrels, are in the city.

Mr. Charles L. Fay recently played in the interior and has been in the city.

Frank S. King of the King Bridge company of San Francisco, left the city yesterday afternoon for Saloma. He will superintend the construction of the new Saloma bridge.

Mr. G. P. Andrus, of Spokane Falls, was in the city during the past week. He came down from the mountains where he had been engaged in the construction of the railroad from the Columbia to the coast.

Mr. George L. Fox, the representative of the great John Ringling circus and menagerie, is in town. He has just concluded a contract for the production of his circus show on the coast. They will start here in June.

SAFETY.

San Francisco Personal.

San Francisco, April 6.—[Special Telegram.]—

Charles A. Mahoney and wife, of Portland, have been in the city for a few days.

A. E. Hardy, of Victoria, is at the Baldwin.

H. A. Smith and W. Buell, of Astoria, are registered at the Grand Hotel.

J. A. Parker and J. C. Ordish, of Tacoma, are in town.

C. P. Huntington, of the Southern Pacific, is expected to arrive from New York via the southern route to morrow.

S. G. Fulton, assistant general freight agent of the Northern Pacific, and J. G. Woodward, of the Union Pacific, expect to leave for Portland to-morrow.

Judge Roscoe Conkling, of the United States circuit court, leaves for the East Tuesday or Wednesday, and will be absent for two months or more.

Before returning to this city he will visit the new states of Dakota and Washington, which are now included in his circuit.

More money was used in the primaries as showing by the defeated faction as showing a very ominous state of affairs. Thus, in the Portland precinct, No. 3, where charges of ballot box stuffing were claimed, there were 86 votes cast for the Republicans, while 100 were cast for the Democrats, two of two years ago of 62. So, also, in North Portland, No. 6, where 857 now are contested, the Republicans, No. 2, carried by the Lotanites, were 760 votes cast at the primaries, where two years ago the total vote of both parties was only 123. Other similar discrepancies occur in North Portland, No. 6, where 857 now are contested, and in North Portland, No. 8, where 853 now are contested. The 123, which was the total vote of both parties in 1888, was 120, while 857, which was the total vote of both parties in 1889, was 853.

More money was used in a primary election in Oregon than in any previous election.

Passenger to Arrive.

Portland, California—Passenger, Mont., on April 5: J. K. Lauda, R. S. Jordan, J. R. Porter, W. J. Davis and family, and W. H. Wiley, Mrs. Floyd, Mrs. E. A. and J. W. MacIntosh, C. N. Parker, H. W. Toping, C. S. Hill and family, George Long, John Spruce, W. McGuire, W. H. McClay and sixty tourists.

Secretary Buck of the department of agriculture, who succeeded Flack, has had a characteristic American career. Forty-three years ago he was elected to the state legislature, and ten years later he began four years' service in the United States house of representatives. In the war he rose from the grade of colonel to that of major-general, and four years after the war had closed he was placed on the regular army retired list. Grant appointed him minister to Spain, in which position he served a few years. It is said that, in his sixty-nine years of life, he has not at one time or another belonged to any organization save the Union League Club.

Simon Fraser, of the Oregonian, has written a letter to the editor of the Oregonian, in which he says:

"The result of the primaries is a foregone conclusion."

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WANTS TO COME HERE.

Huntington to Build a Trans-
tional Line to Portland.

SURVEYS ARE NOW BEING MADE

The Narrow Gauge Lines to Be Made,
Broad Gauge Roads.

MIDDLE OREGON TO BE COVERED

Huntington Ordered to the Schools to End
the Metropolis Via Bay's Landau—He
Will Enter East Portland First.

There has been no statement of the purpose or character of the surveys, mentioned a few days ago, which were almost at once begun, in connection with the selection of a route through Oregon to the Pacific coast, from the direction of Powell's Valley. It was plain that they were to be made in the interior, some to the west, and some to the east, but just which one, the Hunter, Southern Union, Pacific, or the Hunter Southern, was not known, and the accuracy maintained could not be relied upon to tell them all their lines had been held to have been laid.

The Oregonian is now able to give the desired information to the state and nation, and for proposed to be laid soon this year, there, which will be made a standard gauge, and extended from its present southern end, Coburg, to Springfield, and thence up the Willamette, through the Cascades and other road, thus forming a transcontinental line.

It is generally understood that the Oregonian

will be maintained by C. P. Huntington,

and these extensions and changes are to be made.

Mr. B. J. Parsons, who has had supervision of the surveys in the interior, has written to his associates to be interviewed and talked to freely about his

surveys, and he has done so.

Surveys were commenced between Coburg and the Columbia River in January last, and the work was not completed until May, but the work

At that time the Southern Union had no rail-

way line from its main line to the Pacific, and

Southern Pacific were agree to go for that, and

that is probably the cause of the Oregonian

Huntington will be the one who will do it.

At the time the survey was completed, the

Oregonian had a line from Silverton to

Silverton, and the line was surveyed, and the

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line was returned in March, to complete the work.

The Oregonian is now able to give the desired

information to the state and nation, and for

proposed to be laid soon this year, there,

which will be made a standard gauge, and

extended from its present southern end, Coburg,

to Springfield, and thence up the Willamette,

through the Cascades and other road, thus

forming a transcontinental line.

It is generally understood that the Oregonian

will be maintained by C. P. Huntington,

and these extensions and changes are to be made.

Mr. B. J. Parsons, who has had supervision of the surveys in the interior, has written to his associates to be interviewed and talked to freely about his

surveys, and he has done so.

Surveys were commenced between Coburg and the Columbia River in January last, and the work was not completed until May, but the work

At that time the Southern Union had no rail-

way line from its main line to the Pacific, and

Southern Pacific were agree to go for that, and

that is probably the cause of the Oregonian

Huntington will be the one who will do it.

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FATAL POWDER EXPLOSION.

Richard Mills Killed and Four Other Boys Very Badly Burned.

A Shocking Spectacle—Barn Roof Blows Off—A Keg and a Cigarette Spark Caused the Fearful Accident.

The explosion of a can of powder in an old barn at the Royal Hotel in Portland struck at 10:30 o'clock last evening, sent one gall boy into eternity, and seriously burned ten others.

The dead boy's name is Richard Mills, and the wounded are: Tom Voight, Jim Holdeman, Frank Kaus, and Ben Patterson.

The boys were at the Royal theater during the early part of the evening, and at the suggestion of a young man they went to the Royal Hotel, where they knew there was a good place to sleep to south Portland, and asked his companions to share his hospitality. They accepted his invitation, and together they strolled toward the upper end of the town. Their destination was an old barn near the A. W. Miller farm, at the foot of the hill.

The barn was used by a man named Hansen, who had a few sacks and other articles stored away in it, and sometimes used it for sheltering a span of horses. It was a story and a half structure, and was said to belong to the railway company, as it stood on their property.

After the accident, which had the appearance of being caused by a spark from a cigarette, the boys concluded to remain for the night. Young Mills, however, who was a host to the others, first wanted to indulge in the luxury of a smoke. This proved to be highly priced, as it was bought at the price of his life.

He lit his cigarette and carelessly threw it out, which caused an instant explosion.

The roof was blown off, and young Mills, who tried to wring it by the warning, was almost blown to pieces.

He was blown high up into the air, and his body fell in a heap in one corner.

Officer Bob Austin, who lives near, was attracted by the noise, and ran to the scene. He found the body of a man, a heartrending sight. Many flames followed the wake of the explosion. The body of young Mills lay in one corner of the burning structure. The clothes were nearly off, and the body was gradually burning into a crisp.

He grabbed the clothes, but they came off, and at the risk of burning himself he reached for the door and dashed it out.

The other boys were filling the air with screams of pain and fright. The clothes of Frank Zaus and Ben Patterson were on fire, and they rolled in the mud to extinguish the flames. They even wanted to jump into the river, and no doubt would have done so if they had not been prevented from doing so.

Mr. Montgomery could not but admit the acetone and truth of this observation.

FORT GARRY WEATHER REPORT.

WAR DEP.'S SIGNAL SERVICE U. S. A.—
Fort Garry Wash., April 1, 1890.]

Following is a meteorological summary for March, 1890:

Highest barometer, 30.04; on the 1st.

Mean temperature, 44.1 degrees.

Highest temperature, 58 deg., on the 24th.

Lowest temperature, 34 deg., on the 8th.

Least daily range of temperature, 21 deg., on the 24th.

Least mean humidity, 85.5 per cent.

Pervading direction of wind, southeast.

Mean velocity of wind 68 miles per hour, southward, on the 12th.

Total movement of wind, 10,567 miles.

Total precipitation, 1.23 inches.

Number of cloudy days, 1.

Number of cloudy days, 8.

JOHN GROVER, Observer Signal Corps.

THEIR'S A FORTUNE IN IT.

\$12.00 part cash, will buy the choicest tract on Mount Tabor. Five minutes from motor, street car, which at certain seasons down to the water, and is at no time but a few feet from the surface.

It is conceivable that at Mount Tabor will be the most attractive residential location in the city. Many beautiful residences have recently been built, costing from \$10,000 to \$25,000. In what other city can such a house be built for such a sum?

There is but one real estate agent who can guarantee a climb over a portion of the side where a rent had been made by the explosion and so made.

Frank James was badly burned about the face and arms, and also on his legs. He was removed to the hospital, No. 101 Third street, between Taylor and Smith, where he has not been seen since.

Richard Mills, who is the only one killed, he awoke in Seattle. He came here several days ago, and told the boy that he was illiterate at home, and a proof of his assertions was shown them numerous marks on his body. He did not seem to mind the marks, and on several occasions expressed a wish that he was dead.

His age was about 18 or 14.

The boy, who had been burning him several hours after the fatal accident, was sent out by the coroner could not be identified, and morgue no body was it buried. It then became evident that he had express wagon with a rough racing basket. In the way the body was taken to the morgue, where he was buried.

The barn burned several hours and is now in ashes.

IN THE FIELD OF SPORTS.

Fete Show and Billy O'Donnell, the Euston Weights, are Matched for a Contest Next Friday Night.

The fistic contest between Paddy Gorman and Billy Lynn at the Theater Royal Friday night was the principal sporting event during the past week. Both men had trained for the contest several weeks and all expected to see a good fight. This they saw. Gorman, however, was too clever.

He fought his way through the ring, and before the end of the third round, the theater was crowded and the fact that the audience was of the most orderly that ever gathered in the city witnessed the contest well for the able man who, under the name of J. J. Foster, under whose auspices the match was given. The referee, that can be made is that the fight came off.

Tom Ward and "Scooty" of Astoria, had an encounter the same night. It was a select affair and strictly private. They had been talking together when the two men, they talked the more they wanted to fight. They could whip the other—was certain of it. They could not, once caught, get away.

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BILLY O'DONNELL, the Euston Weights. They will be in the ring Saturday evening, April 11, at 8 o'clock.

The attention of the banks and business men is called to the furniture ordered by the Portland Rock Company, which is now in the window. It is without doubt, the finest office furniture ever made in this city, and all who wish to fit up their offices in elegant style should call on this firm.

ANACORTES COMING TO THE FRONT.

The visit of W. H. Holcomb, the vice-president and general manager of the Union Pacific, to Anacortes the past week has led to some interesting developments in the business of the port.

While at the Oregon Improvement Company, of Seattle, Mr. Holcomb, under whose auspices the match was given, the referee, that can be made is that the fight came off.

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Billy O'Donnell is an East Portland boy, who has appeared before the public only a few times, but is equal to many professionals. He distinguished himself in the running tournament held at the Pavilion some time ago, and carried off all the honors in his class. The contest was not hot, but a

The immediate future of the recently incorporated baseball company will be known in a few days.

Gus Bradley, the light-weight champion of Canada, writes from Seattle that he is going to meet Prof. John E. Clark, who is now in Portland, for a boxing match for 2500 a side on any reasonable conditions.

FART TIME.

The Northern Pacific Railroad, Vestibule Dining and Sleeping Car Line, daily service to St. Paul, Minneapolis, Duluth and Chicago. No change of cars and twenty-five miles a day shorter route to Chicago. Tourist sleeping car through running between the Union depot, Chicago, St. Louis and all points East and South. Ticket office No. 81 First street, and thirty-six minutes ahead of other lines. Passenger and ticket office, No. 121 First street, corner Washington.

Lower than the lowest. The Canadian Pacific are now selling first-class limited tickets through to Chicago for \$37, second \$34. Office, No. Washington street.

Take the Union Pacific railway for the East, thirty-four hours quicker than any other transcontinental line. Elegant modern cars, Pullman sleeping cars, free family sleeping cars run through to Denver, Omaha, Council Bluffs, Kansas City, St. Louis and Chicago. G. S. Taylor, city ticket agent, 81 First street, corner Oak.

Purchase your tickets and reserve your sleeping car accommodation at No. 121 First street, corner Washington, office Northern Pacific Railroad.

Please remember our slogan and reserve your sleeping car accommodation at No. 121 First street, corner Washington, office Northern Pacific Railroad.

"PRACTICAL POLITICS."

Who is to be sheriff? See nominis (Pen) Unbrat.

The first bridge proposition was a sugar platter, but it caught on.

The next was "I'm dead" in with the Simon Peter, he calls him "Marsch Barron," now.

Henry McGuinn was with the Simon Peter.

"Down" went McGuinn—ty to the bottom of the sea!

Fortune, Mr. Lotan, sometimes makes a man a boss, and then he makes mistakes in the use of his power.

It may be well for James to remember in this hour of his triumph, that Joseph is a member of the party.

This is a good deal of honor in being mayor of Portland, and Van, it's a safe guess, doesn't want or intend to be governor, anyhow.

Alfred, F. Jr., wanted to be the next prosecuting attorney, but now his hopes are like alums fulgore—"In the Bear and yellow lead."

Joe and Jim with balloon tool.

Tried each other's tool to rule.

He would offend.

Joe and his group fall in the soup.

While on the top came Lotan.

"We have met the enemy," said one of the police officers yesterday, "and are defeated. But although it was a knock down, it was no knock out. We are still on.

The stopped sack played no unimportant role in the excitement of Saturday's primaries.

Those who had the appearance of being killed with dirt. Some of the boys watched the scratch and as they heard a faint, straining sound, they began to get frightened. The next moment there was a louder "six" they ran, but before they had time to leave the building there was a loud explosion.

The roof was blown off, and young Mills, who tried to wring it by the warning, was almost blown to pieces.

He was blown high up into the air, and his body fell in a heap in one corner.

Officer Bob Austin, who lives near, was attracted by the noise, and ran to the scene.

He found the body of a man, a heartrending sight. Many flames followed the wake of the explosion.

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SPEAKER REED'S QUICK WIT.

Mt. J. P. Montgomery, who has returned re-

cent from Europe, tells the story

of the grand master of San Fran-

cisco who, when he was

asked what he thought of the

new Spring patterns and new designs,

replied, "I am not

interested in that."

He then asked the speaker what he thought of the new Spring patterns and new designs,

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